

The Hongkong Telegraph

(ESTABLISHED 1881)

NEW SERIES No. 5517

號三十月六年三十三緒光

MONDAY, JULY 22, 1907.

一拜禮 號二十二月七 英港香

\$50 PER ANNUM.
SINGAPORE, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 14,550,000

Branches and Agencies.

TOKIO. CHEFOO.
YOKOBE. TIENSIN.
OSAKA. PEKIN.
NAGASAKI. NEWCHANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOYANG.
HONOLULU. MUKDEN.
BOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

Head Office: YOKOHAMA.

HONGKONG: INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per annum on the Daily Balances.

On fixed deposit—

For 12 months 2% p.a.
" 6 " 1% " "
" 3 " 1% " "

TAKEO TAKAMICHI,
Manager.

Hongkong, 6th April, 1907.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE: LONDON.

PAID-UP CAPITAL £ 800,000
RESERVE FUND £ 1,075,000

RESERVE LIABILITY OF PROPRIETORS £ 800,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.
" 6 " 3 " "
" 3 " 2 " "

JOHN ARMSTRONG,
Manager.

Hongkong, 15th May, 1907.

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS GOLD \$10,000,000
CAPITAL PAID UP GOLD \$ 3,250,000
RESERVE FUND GOLD \$ 3,250,000

HEAD OFFICE: 60, WALL STREET, NEW YORK.

LONDON OFFICE: THREEDNEEDLE HOUSE, E.C.

LONDON BANKERS: BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 4 per cent. on daily balances and accepts Fixed Deposits at the following rates:—

For 12 months 4 1/2 per cent. per annum.
" 6 " 4 " "
" 3 " 3 " "

No. 9, Queen's Road Central, Hongkong.

CHAS. R. SCOTT, Manager.

Hongkong, 14th March, 1907.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (L. 3,750,000).
RESERVE FUND FL. 5,000,000 (L. 417,000).

Head Office: AMSTERDAM.

Head Agency: BATAVIA.

BRANCHES: Singapore, Penang, Shanghai, Rangoon, Samatrag, Sourabaya, Cheribon, Tegal, Pecalongan, Paseroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kotabradja (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanai, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS: THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily balances.

Fixed Deposits 12 months 4 1/2 per annum.
Do. 6 do. 4 do.
Do. 3 do. 3 1/2 do.

J. L. VAN HOUTEN, Agent.

Hongkong, 8th June, 1907.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$10,000,000
STERLING RESERVE \$10,000,000
SILVER RESERVE \$10,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

G. H. Medhurst, Esq., Chairman.

Hon. Mr. Henry Keswick, Deputy Chairman.

A. Fuchs, Esq., R. Shaw, Esq.,
E. Goetz, Esq., H. A. W. Slade, Esq.,
A. Haupt, Esq., H. E. Tomkins, Esq.,
C. R. Leemann, Esq.,
A. J. Raymond, Esq.

CHIEF MANAGER: J. R. M. SMITH.

MANAGER: Shanghai—H. E. R. HUNTER.

LONDON BANKERS: LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG: INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balances.

ON FIXED DEPOSITS:

For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 per cent. per annum.

For 12 months, 4 per cent. per annum.

J. R. M. SMITH, Chief Manager.

Hongkong, 14th June, 1907.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 5 1/2 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, J. R. M. SMITH, Chief Manager.

Hongkong, 14th January, 1907.

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000

HEAD OFFICE: SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tsingtau, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank),
Direction der Disconto-Gesellschaft, Deutsche Bank, S. Bleichroeder, Berliner Handels-Gesellschaft, Bank fuer Handel und Industrie, Robert Warshawer & Co., Mendelssohn & Co., M. A. von Rothschild & Soehne, Frankfurt a.M., Norddeutsche Bank in Hamburg, Hamburg, Sal. Oppenheim jr. & Co., Koeln, Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS: Messrs. N. M. ROTHSCHILD & SONS, THE UNION OF LONDON AND SMITHS BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT, DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

F. JUNG, Manager.

Hongkong, 11th January, 1907.

NEDERLANDSCH-INDISCHE HANDELS BANK.

(NETHERLANDS-INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital FL. 15,000,000 (L. 1,250,000).
Subscribed Capital FL. 10,000,000 (Paid-up).
Reserve Fund FL. 1,628,850.19 (L. 135,737).

Head Office: AMSTERDAM.

Sub-Office: THE HAGUE.

Head Agency: BATAVIA.

BRANCHES: At Singapore, Sourabaya, Samarang, Indramajoo, Bandoeng and Weltevreden.

CORRESPONDENTS: At Cheribon, Tegal, Pecalongan, Macassar, Pontianak, Padang, Medan, Penang, Rangoon, Calcutta, Bombay, Madras, Colombo, Karachi, Djeddah, Bangkok, Saigon, Shanghai, &c.

BANKERS: London: The Williams Deacons Bank, Ltd., Swiss Bankvereln.

Paris: Comptoir National d'Escompte de Paris.

Berlin: Deutsche Bank.

Brussels: Banque de Paris et des Pays Bas.

Vienna: Union Bank.

Rome: Banca Commerciale Italiana.

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the world and transacts every description of Banking and Exchange business.

INTEREST ALLOWED.

On Current Account at the rate of 2 1/2 per annum on the daily balances.

On Fixed Deposits: 12 months 4 1/2 per annum.
" 6 " 4 " "
" 3 " 3 1/2 " "

J. L. VAN HOUTEN, Agent.

Hongkong, 8th June, 1907.

Stills.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	ARCADIA	About 25th July	Freight and Passage.
LONDON, &c., via usual Ports	DELTA	27th July, Noon.	See Special Advertisement.
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID	NYANZA	About 31st July	Freight and Passage.
SHANGHAI, NAGASAKI, MOJI, KOBE & YOKOHAMA	PALMA	About 2nd Aug.	Freight only.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 22nd July, 1907.

Intimations.

LANE, CRAWFORD & CO.

TRAVELLING REQUISITES

ALL ENGLISH MADE

Soiled Linen Bags. Trunk and Rug Holdalls. Straps.

LEATHER KIT BAGS.

From \$20.00 each.

LEATHER SUIT CASES.

From \$22.00 each.

LADIES' HAT CASES.

From \$13.50 each.

LANE, CRAWFORD & CO.

ASK FOR

KUPPER'S PILSENER BEER.

and see that you get it.

LOOK CAREFULLY AT THE LABEL.

BEWARE OF COLOURABLE IMITATIONS.

SOLE AGENTS,

CALDBECK MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.

Hongkong, 6th July, 1907.

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LIMITED.

EXCURSION TO MACAO.

On SUNDAY, the 28th July.

THE Company's Steamship

"SULAN"

will depart from DOUGLAS WHARF at 9 A.M.

Returning from Macao at 5 P.M.

Luncheon and Refreshments supplied on board.

Saloon: Return Fare \$4.00

" " on the following day 5.00

" Single 2.00

Popular Excursion Rates as usual.

Children under 12 years Half-Price.

NO CHITS will be accepted and servants' passage must be paid for.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the COMPANY'S WHARF. This steamer connects with the returning steamer from Macao.

W. E. CLARKE, Secretary.

Hongkong, 22nd July, 1907.

Intimations.

One of the most prominent Medical men of China said:

"Where Bear Brand Milk is Known, the public will have no further complaint as to their milk supply."

For Sale at

THE SAVOY,

in Queen's Road Central and at their Branch Store in Kowloon.

THE MUTUAL STORES,

and all its BRANCHES.

WATSON & CO., LD.,

and the Agents—

F. BLACKHEAD & Co.

Hongkong, 24th January, 1907.



THE CITY OF PARIS,

PARISIAN DRESSMAKERS AND COURT MILLINERS,

2, PEDDER STREET, MADAME FLINT, MANAGERESS.

GREAT CLEARANCE SALE.

HATS, SHOES, BLOUSES, DRESSES, ROBES, RIBBONS, LACES, &c., &c.

GREATLY REDUCED PRICES.

Hongkong, 4th July, 1907.

CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:

EXTRA DRY (Gout American).

BRUT (Cordon Rouge).

Sales in the United States exceed the total of all other Brands.

Served in all Clubs and First-class Hotels, and obtainable at all Wine Merchants in the Colony.

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Night.

Hongkong, 21st June, 1907.

KING EDWARD HOTEL.

A HIGH-CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.

PRIVATE BAR and BILLIARD-ROOMS.

HOT and COLD WATER throughout.

ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).

ELECTRIC PASSENGER ELEVATOR to each floor.

TABLE D'HOTE at separate tables.

For Terms, &c., apply to the—

MANAGER.

Hongkong, 4th December, 1906.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,000,000)

Undertakes and Executes

THE OFFICE OF

TRUSTEE, EXECUTOR OF WILLS,

ATTORNEY, &c., &c.

SHEWAN, TOMES & Co.

General Managers.

Hongkong, 22nd May, 1907.

GRAND OPENING OF ARTS EXHIBITION.

FOR A SHORT SEASON ONLY

UNDER THE AUSPICES OF THE CANTON NAM-KEUNG PUBLIC COLLEGE.

there will be opened to the public at 37, QUEEN'S ROAD CENTRAL (three doors above Supreme Court),

on

WEDNESDAY, 15th May, 1907.

A GRAND EXHIBITION OF

EXQUISITE ART TREASURES.

Comprising:—

PAINTINGS, SCULPTURES, CARVINGS, TAPESTRY, ARTISTIC MARBLE and BRONZE BUSTS and STATUARY, ANCIENT ARMOUR and IMPLEMENTS OF WAR, FRENCH and VENETIAN

WARES, Beautiful Articles of Decorative Furniture including a Bedroom Suite in Crystal and a Handmade Roman Chair from the Vatican, Rare Carols, Briza-Brace, Brasses and other specimens of vertu collected by connoisseurs in Art from many parts of the world to the order of the Exhibition.

A nominal fee of FIFTY CENTS will be charged for admission, the net proceeds of which will be devoted to the Educational Funds of the CANTON NAM-KEUNG PUBLIC COLLEGE.

Doors opened from 12 noon to 5 P.M., and 7 to 10 P.M.

Tickets may be had at Entrance.

Adults 25 cents.

Children 15 " "

Soldiers in uniform 15 " "

T. H. TAI, Manager.

Hongkong, 13th June, 1907.

Hotel.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 22nd July, 1907.

Shipping—Steamers.

HONGKONG, CANTON, MACAO, AND
WEST RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
"POWAN,"	2,338 "	" W. A. Valentine.
"FATSHAN,"	2,260 "	" C. V. Lloyd.
"KINSHAN,"	1,995 "	" B. Branch.
"HEUNGSHAN,"	1,998 "	" R. D. Thomas.

Departure from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), to P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5:30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "SUI-AN,"	1,651 tons	Captain E. H. Grainger.
"SUI-TAI,"	1,651 "	" G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.

On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7:30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7:30 A.M. and 2 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons	Captain T. Hamlin.
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Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7:30 A.M. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7:30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD.
THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION
COMPANY LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	1,388 tons	Captain J. Willox.
"NANNING,"	569 "	" Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.

Hotel Mansions, (First Floor), opposite the Hongkong Hotel,

Or of BUTTERFIELD & SWIRE.

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th July, 1907.

REGULAR HONGKONG-CANTON LINE OF
STEAMERSOF THE
COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 9:30 P.M. (Saturdays excepted).

Departure from Canton at 5:15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Tram Station). Canton Agents—Messrs. E. Pasquet & Co. For further particulars, please apply to—

BARRETTO & CO.,
Agents.

Hongkong, 5th April, 1907.

WEST RIVER BRITISH STEAMSHIP CO.
HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5½ DAYS.

THE steamers sail from HONGKONG to SAMHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip.

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—

BUTTERFIELD & SWIRE,
AGENTS.WEST RIVER BRITISH S.S. CO.
HONGKONG.

Hongkong, 6th October, 1906.

JAVA-CHINA-JAPAN LIJN.
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIBODAS	JAVA	Second half July	JAPAN	Second half July
TJIMAH	JAVA	Second half July	JAPAN	Second half July
TJIKINI	JAPAN	Second half July	JAVA PORTS	Second half July
TJILIWONG.	JAVA	First half Aug.	JAPAN	First half Aug.
TJILATJAP.	JAPAN	First half Sept.	JAVA PORTS	First half Sept.
TJIPANAS	JAPAN	First half Sept.	JAVA PORTS	First half Sept.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 175.
YORK BUILDINGS, 1st floor,
Hongkong, 9th July, 1907.

Dentistry.

Dr. M. H. CHAUN.

THE LATEST METHOD

of the
AMERICAN SYSTEM OF DENTISTRY
33, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 16th April, 1905

TSIN TING.

LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'ARCY STREET.

REASONABLE FEE.

Consultation Free.

Hongkong, 20th June, 1904.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of
entrance, top 85 ft., bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft. bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 106, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.
Lobbers, Sootts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

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Mails.

NORDDEUTSCHER LLOYD,
BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL

YOKOHAMA and KOBE "PRINZ WALDEMAR" About FRIDAY,
Capt. W. von Senden 26th July, 1907.KUDAT and SANDAKAN "BORNEO" About SUNDAY,
Capt. F. Sembill 28th July, 1907.NAPLES, GENOA, GIBRALTAR, "PRINZ LUDWIG" WEDNESDAY,
SOUTHAMPTON, ANTWERP Capt. C. Woltemas Noon, 31st July, 1907.
and BREMENSHANGHAI, NAGASAKI, KOBE "PRINZ REGENT LUTHPOLD" about WEDNESDAY,
and YOKOHAMA Capt. H. Kirchner 31st July, 1907.MANILA, SAMARAI, NEW "PRINZ WALDEMAR" THURSDAY,
GUINEA, BRISBANE, SYD. Capt. W. von Senden Noon, 15th Aug., 1907.
NEY and MELBOURNE

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

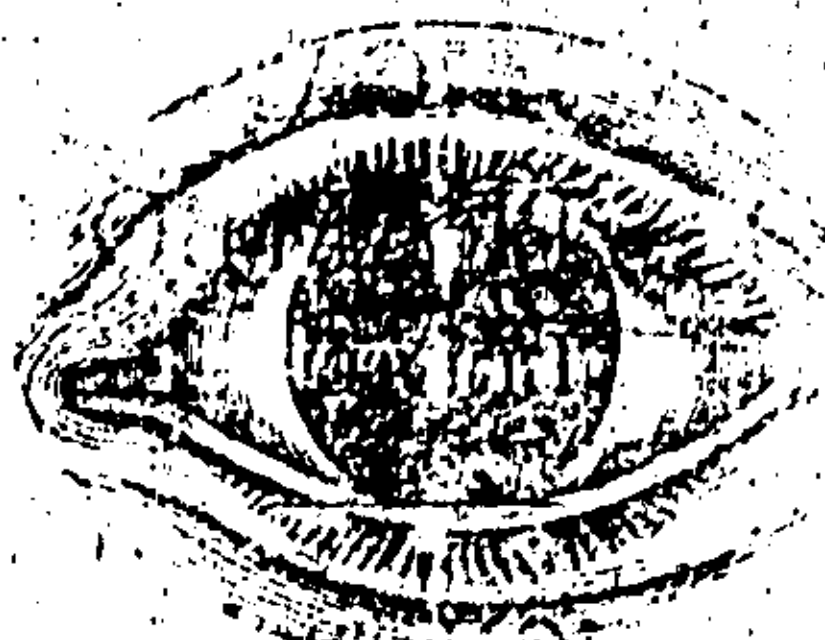
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 20th July, 1907.

Intimation.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
LONDON, CALCUTTA, SHANGHAI,
31, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanking Road,
Hongkong, 27th November, 1905. [44]

Hotel.

VICTORIA HOTEL,

(TELEGRAMS—VICTORIA—SHAMEN).
SHAMEN, CANTON.
ON THE BRITISH CONCESSION.H. HAYNES,
Manager.

MACAO HOTEL,

(TELEGRAMS—FARMER—MACAO).
MACAO, CHINA.
IN THE CENTRE OF THE PRAIA GRANDE.Capt. T. AUSTIN, R.N.,
Manager.BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED
EUROPEAN MANAGEMENT.EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND
TOURISTS.

Wm. FARMER, Proprietor.

HONGKONG.

[Continued from page 5]

In view of the keen interest taken by the ex-Governor of Hongkong, Sir Matthew Nathan, in the construction of the line, with which his Excellency has so intimately associated himself, it will be convenient to here record the regrets felt at his departure. There is no doubt that they were very keen and heartfelt. From the moment that Sir Matthew arrived in the Colony he secured the respect, and indeed affection, in many ways of all sections of the population. Capable, energetic, and with an apparently unlimited and insatiable capacity for hard work he was leaving his mark on Hongkong and Kowloon. The railway will always remain as a memento of his too short administration, even though its completion will take place under another régime. He was a man of whom Hongkong could be, and was, proud to have at its head. The result was seen in the work of the Government offices, for under him the service was harmonious. By the general community of all classes he was respected, and at the same time was popular. Comparisons are always odious, but the remark was too frequently made to me to be lightly passed over that the great change felt throughout the colony under his governorship contrasted signally with the position experienced under his predecessor. Hongkong looks forward to another good governor, a man who has already carved a name for himself, but it will keep the memory of Sir Matthew Nathan green for a long time. He has left his mark in every direction, and after the railway the position of the Volunteer force perhaps stands out most conspicuously though in many other ways his unflagging industry will not be readily forgotten.

BUILDINGS AND MATERIAL CHANGES.
The considerable area of new ground created as the result of the Praya extension has now been practically built over, only one or two lots still remaining vacant. If the big blocks are sadly wanting in uniformity of style and colour, when seen from the harbour, they are individually fine blocks of office buildings. They are all occupied, and, indeed, everyone seems to have been playing at the game of general post, in so far as location of offices is concerned. Jardine's old offices are, for instance, vacant, whilst the firm has moved to a large building on the front. On the firm's portion of the extended Praya line the new Post Office is being slowly erected at the angle of the Praya and Peddar-street. It is a convenient site with Peddar's Wharf just in front. This has unfortunately been renamed Blake Pier. An historic name like Peddar's Wharf should not be allowed to disappear in this way. If it is necessary that there should be a Blake Pier, and the necessity is apparent to only a few Chinese, the name might be bestowed in the Statue Pier near by, and leave the name with all its associations to pertain to the wharf at the foot of Peddar-street. It has become time-honoured, and without very strong reasons should not be allowed to fall out. It is probably better known to the launch jockeys and sampan fraternity by its old name. The mention of Peddar-street makes one wonder why the alignment was not contiguous straight to the Praya. The link, it is true, brings the foot of the street at right angles to the Praya, but seeing that all the streets are not thus uniformly set, it is a pity this was not continued straight, and the clock tower left to plumb the street at the top. The Duke of Connaught's statue is now set up on Connaught road at the foot of Peddar-street facing the wharf and harbour. It had been reposing in a marsh near the new Law Courts, but was hurriedly disinterred just prior to the Duke's recent visit. Hongkong seems to be very well off in the matter of statues. A recent notable addition is that of Sir Thos. Jackson, Bart., which faces the Hongkong and Shanghai Bank, over whose destinies he presided for so many years. It is erected on the reclaimed Praya land that pertained to the tank, generously kept as open space for the benefit of the public. Flanking this land on the other side of the road and on the seaward side of the City Hall is the handsome building that will do duty, when completed, as the badly wanted new Law Courts. This was the site suggested by a strong local committee in 1896 as the best position for the new Post Office. The new building for that purpose immediately adjoining the wharf seems to be, however, a better solution, as regards position.

The new Naval Yard works are on the point of completion by the contractors, and could be turned over in a very few months if the Admiralty would definitely make up their minds as to some of the details. It is a considerable work, and has meant the reclamation of some 70 acres, including the practical enclosing of 9½ acres of boat basin where there is a depth of 30 ft. and shears fitted for lifting weights on board vessels repairing. There are four shears to lift 20 tons each, and one of the capacity of 50 tons. The new dock from which the outer construction dam has not yet been removed is a fine piece of granite faced work with cement foundations of 12 ft. to 15 ft. The walls are granite faced. There is a depth to 33 ft. on the approaching channel and entrance to the dock, which would be sufficient to take in a Dreadnought. Efficient pumping appliances are being now erected, whilst the power house, machine and engineers' shops, boat-house, foundry and stores houses are all well under way. It is a fine piece of work, and should bring the yard well on time for modern requirements; but it is much to be regretted that it has been constructed on its present site. The Naval Yard itself and this new extension is on land that will be sorely needed for purposes of extending the city of Victoria. It cuts it into two portions. The Hongkong public was perhaps remiss in that it did not awake to the importance of the matter until it was almost too late to stop the new scheme. At the same time, the value of the old Naval Yard would have met the whole cost of its removal to another site.

and the erection of a new yard thoroughly up to date in every way. It could have been at no cost to the nation, which would have been saved the sum spent on the present extension. It may likewise be pointed out that, particularly in summertime, when everything is open, the noise from the yard must considerably affect the hospitals stationed almost immediately above it, whilst life at Headquarters House will be rendered almost unbearable when such work as rivetting is in progress. One is almost led to wonder whether it would not be worth while to even yet make a bid for the property for purpose of extension of the town on the basis of the erection of a naval yard elsewhere. The whole area of 70 acres of reclaimed land, plus the old naval yard, would be available for building sites. It could scarcely be termed vandalism, though it might be your of extravagance—an extravagance that would probably pay for itself in the long run. Its true land at present shows a downward tendency owing to the Chinese keeping out of the market and not investing at the moment. This is a phase that will probably pass. Temporarily it is to be assumed, wealthy Chinese are not bringing their families to Hongkong to the same extent as they did a few years ago. Otherwise the Chinese remain the power they have long been in the island. They exhibit many characteristics, and one could not fail to note, amongst other things, their keen appreciation of the Public Gardens.

[Continued on page 3.]

To Let.

TO LET.

OFFICES at No. 14, DES VŒUX ROAD CENTRAL (formerly occupied by Messrs. Shaw, Tones & Co.).

Apply to—

HO TUNG,

Compradore Department,
Jardine, Matheson & Co.

Hongkong, 4th April, 1907. [51]

TO LET.

ONE FOUR-ROOMED HOUSE at PRAYA EAST, near East Point.

Apply to—

JARDINE, MATHESON & Co., LD.

Hongkong, 22nd June, 1907. [87]

TO LET.

A HOUSE in KNOTSFORD TERRACE, KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st July, 1907. [66]

TO LET.

HATHERLEIGH, Conduit Road.

No. 1, RIFON TERRACE, Bonham Road.

OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st July, 1907. [69]

TO LET.

NO. 5, AUSTIN AVENUE, Kowloon.

Possession 1st June, 1907.

Apply to—

COMPRADORE DEPARTMENT,
E. D. SHERRARD & Co.

Hongkong, 24th April, 1907. [440]

TO LET.

HOUSE No. 5, ROSE TERRACE, Kowloon, from 1st August next.

Apply to—

COMPRADORE,

Barretto & Co.

Hongkong, 19th July, 1907. [665]

TO LET.

NO. 1, WEST END TERRACE, Shamshien, Canton.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st July, 1907. [67]

TO BE LET.

AS from the 1st August next, No. 5 MORRISON HILL.

Apply to—

Messrs. JARDINE, MATHESON & CO., LTD.

Hongkong, 29th June, 1907. [634]

TO LET.

From 1st July.

LARGE and SPACIOUS GODOWNS Nos. 9, 9A, 9B, 9C, and 10, PRAYA EAST, at present in the occupation of the Admiralty.

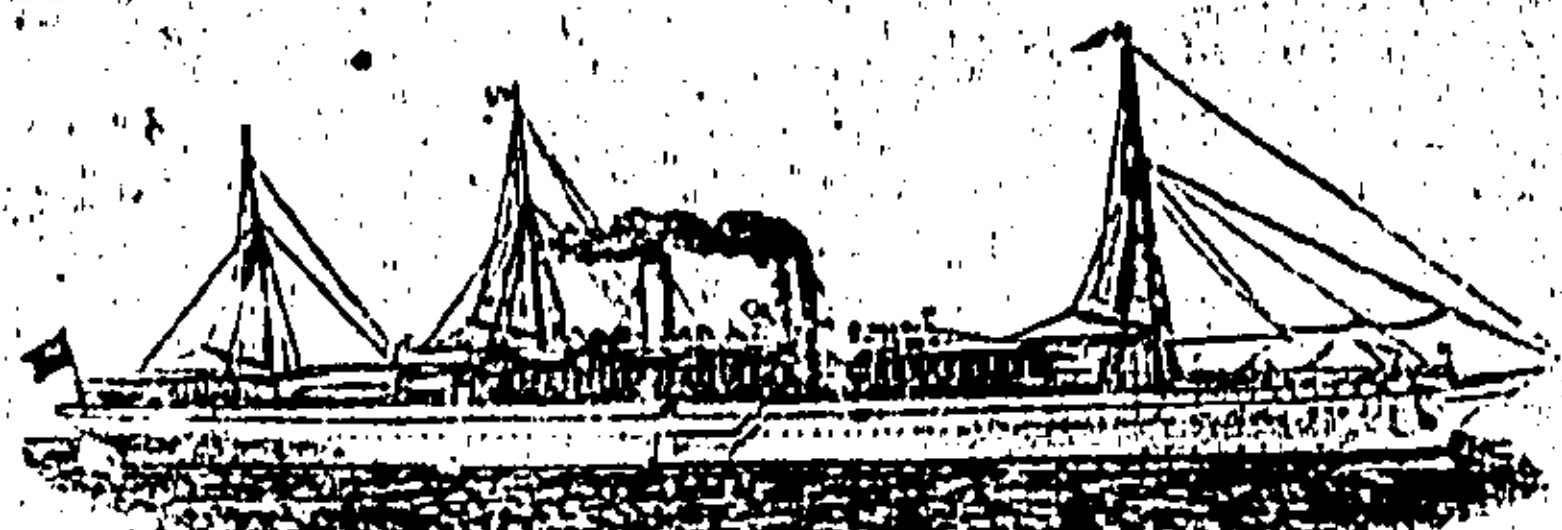
Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st July, 1907. [449]



Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.
11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).
R.M.S.	Leave Hongkong. Arrive Vancouver.
"EMPRESS OF INDIA" 6,000 Tons	THURSDAY, Aug. 1st. Aug. 19th
"MONTEAGLE" 6,165 Tons	WEDNESDAY, Aug. 14th. Sept. 7th
"EMPRESS OF JAPAN" 6,000 Tons	THURSDAY, Aug. 29th. Sept. 16th
"TARTAR" 4,425 Tons	WEDNESDAY, Sept. 11th. Oct. 5th
"EMPRESS OF CHINA" 6,000 Tons	THURSDAY, Sept. 26th. Oct. 14th
"ATHENIAN" 3,882 Tons	WEDNESDAY, Oct. 9th. Nov. 2nd

"EMPRESS" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Patriotic "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 660. Via New York 662.
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways 640. 642.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADOCK, General Traffic Agent for China, Corner Paddar Street and Praya, Hongkong, 4th July, 1907.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For Steamship	On
TIENTSIN, SWATOW & CHEFOO, CHIPSHING	MONDAY, 22nd July, Noon.
SHANGHAI, SWATOW, CHIPSHING	TUESDAY, 23rd July, 4 P.M.
SHANGHAI, SWATOW, CHIPSHING	TUESDAY, 23rd July, 4 P.M.
MANILA, YUENSIANG	FRIDAY, 26th July, 4 P.M.
SGAPORE, PENANG & CALCUTTA, KUPSAK	TUESDAY, 30th July, 3 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

Hongkong to Singapore 1st Class	Single	Return.
Penang	\$ 65	\$ 100
Calcutta	85	130
	105	250

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,
General Managers.

CHINA NAVIGATION CO., LTD.

FOR STEAMERS TO SAIL

HOIHOW, PAKHOI and HAIPHONG	"SINGA" 22nd July, 9 A.M.
CEBU and ILOILO	"SUNGKIANG" 23rd " 4 P.M.
MANILA	"TYAN" 23rd " "
SWATOW & SHANGHAI	"SHAOHONG" 25th " "
YOKOHAMA & KOBE	"TAIYUAN" 29th " "
MANILA	"TAMING" 30th " "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTU" 3rd Aug. 4 P.M.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE
AGENTS.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ROBI	3540	R. W. Almond	MANILA	SATURDAY, 27th July, at Noon.
ZAFIRO	3540	A. Fraser	"	SATURDAY, 3rd Aug., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
GENERAL MANAGERS.

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	To sail
"ABERLOUR"	FRIDAY, 23rd August.

For Freight add further information, apply to

SHEWAN, TOMES & CO.

Hongkong, 5th July, 1907.

General Agents.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.



169 Ocean Steamers

with

912,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA—HABSBURG—HOHENSTAUFEN.

HIGHEST COMFORT, ONLY
LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE.
NEXT SAILINGS FROM HONGKONG.

Outward.

Homeward.

HABSBURG 2nd Aug.

SCANDIA 7th Aug.

HABSBURG 4th Sept.

RHENANIA 4th Oct.

Hongkong, 12th July, 1907.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE"

Captain Helms, will be despatched as above, on SATURDAY, the 27th July, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 3rd July, 1907.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA.

VIA

MOJI, KOBE AND YOKOHAMA.

STEAMER

Tons.

Captain.

Sailing.

Shawmut 9,600 E. V. Roberts 15th Aug.

Tramont 9,600 T. W. Garlick 10th Sept.

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FOR SHANGHAI, YOKOHAMA, KOBE, MOJI AND NAGASAKI.

THE Steamship

"ARRATON APCAR"

Captain A. Stewart, will be despatched for the above Ports, on WEDNESDAY, the 24th inst., at Noon.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 18th July, 1907.

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WEATHER FORECASTS AND
STORM WARNINGS ISSUED
FROM THE HONGKONG
OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast beside the Time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and a U.M. below indicates a Typhoon to the North-East of the Colony.

3. A DRUM indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and a DRUM below indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and a BALL below indicates a Typhoon to the South-West of the Colony.

7. A BALL indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and a BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Station, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office, Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day-Signals are hoisted in the Harbour.

Cape Rock. Aberdeen.

Waglan. Sai Kung.

Stin'ey. Tai Po.

Cape Collinson.

Intimation.

Powell's

ALEXANDRA

BUILDINGS.

Have Just
Opened

THEIR

SPLENDID

COLLECTION

OF

NEW
ART

BEDSPREADS

In all the smartest

washing fabrics.

The unique selection
of designs in art
spreads, that we
are now placing
before the public,
will prove to the
most sceptical that

MODERN

BEDROOM

DECORATION

can be carried out in
a most inexpensive
manner.

POWELL'S

ALEXANDRA

BUILDINGS.

HONGKONG.

Hongkong, 20th July, 1907.

Public Companies.

THE HONGKONG LAND INVESTMENT
AND AGENCY COMPANY, LTD.AN INTERIM DIVIDEND of \$5.50 per
Share for the Six Months ending 30th
June, 1907, will be payable on the 25th instant,
on which date Liv. dead Warrants may be
obtained on application at the Company's
Office.The TRANSFER BOOKS of the Company
will be CLOSED from THURSDAY, the 18th
instant, to THURSDAY, the 25th instant
(both days inclusive).By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 9th July, 1907. [648]

THE WEST POINT BUILDING
COMPANY, LIMITED.AN INTERIM DIVIDEND of DOLLARS.
Two per share for the Six Months
ending 30th June, 1907, will be payable on the
25th instant, on which date Dividend Warrants
may be obtained on application at the Com-
pany's Office.The TRANSFER BOOKS of the Company
will be CLOSED from THURSDAY, the 18th
instant, to MONDAY, the 29th instant (both
days inclusive).By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Invest-
ment and Agency Co., Ltd.,
General Agents for the West Point Build-
ing Co., Ltd.

Hongkong, 11th July, 1907. [653]

For Sale.

FOR SALE.

TWO VERY VALUABLE PIECES OF
LANDED PROPERTY situated at
CANTON near the Hongkong, Canton and
Macao Steamship Company's wharf and facing
the river. Title Deeds can be seen at the
office of the undersigned.

For further particulars, apply to—

GOLDING and BARLOW,
Solicitors,
10, Queen's Road Central.

Hongkong, 22nd May, 1907. [526]

F. BLACKHEAD & CO.,
SHIP-OHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

HARTMANN'S RAHTEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c.Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCKAT
REASONABLE PRICES.

Hongkong, 7th March, 1907. [645]

HUMBER
CYCLES.THE BEST IN THE
WORLD.

Cycles Makers

ROYAL WARRANTS

H.M. KING EDWARD VII.

AND
H.R.H. PRINCE OF WALESWITH THE LATEST, BEST 3 SPEEDGEAR,
GEAR CASES AND DUNLOP TYRES.

From \$120 to \$150 each.

GUARANTEE FOR 3 YEARS.

WILL CLIMB ANY HILL ON THE LOW GEAR.

Preston, Evening News: "For 38
years the name of the HUMBER has been
a guarantee of good workmanship."DRAGON CYCLE DEPOT,
AGENTS,11, D'ARQUILLAR STREET and KOWLOON,
Hongkong, 10th July, 1907. [646]

NOTICE

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph and
they are warned against paying more than
50 CENTS (100c) per Single Copy.THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong, 10th September, 1907. [6]

HONGKONG.

(Continued from page 2.)

INDUSTRIES.

To the matter of industries Hongkong continues to make progress. Amongst recent creations are a couple of breweries and a flour mill. The latter is situated in Junk Bay, and its future is spoken of very hopefully. Certainly the field exists for its product, and if it is properly run it should prove successful. Great hopes are also entertained regarding the prospects of the iron mine situated in the new territory beyond Kowloon. A company has been formed to work it, and very promising reports are issued which should be tested ere many months have passed. A further proposed new industry is a cigarette factory, for which the land has been acquired, and the buildings are to be immediately erected at Kowloon. This enterprise is being undertaken by El Oriente Tobacco Company, of Manila. I did not learn what class of tobacco it was proposed to use, but, if successful, it is likely to have imitators in Hongkong. Presumably climatic conditions are considered favourable for such an enterprise. Of the old industries that were carried on when I was last in the Colony seven years ago, I may briefly mention that there are two sugar refineries; that the cement works are so active that the capital is being doubled and the capacity of turning out Portland cement greatly increased; that there is a rope factory; that a considerable small steamer boat-building industry exists in the colony; that the cotton spinning factory continues to work fairly satisfactorily; that kerosene oil godowns form a feature; the Shell Company installation at Tai Kok Tsui, and the Royal Dutch at Causeway Bay have installations, and the Standard Oil Company has followed suit on Kowloon territory; and that, generally speaking, all these industries seem in a tolerably flourishing state. There remains one of Hongkong's greatest and oldest industries, that of the docking, repairing, and building of ships and vessels of all classes and dimensions. The Hongkong and Whampoa Dock Company, with its comparatively small capital of \$2,500,000, continues to keep abreast of the times. Since last seeing its Kowloon establishment in Hung Hom Bay, the company has erected a fine new machine shop and installed electric drive and many new tools, motor cranes, and other appliances. Hydraulic power is also used for rivetting, flanging, and bending, besides operating the capstans at the docks, and some of the cranes. A power-house for the electric drives and another for hydraulic power supplies almost all requirements. The premises fortunately escaped with only little damage from the typhoon, but this catastrophe necessitated a good deal of repair work to all sorts of craft. The French destroyer *Fronde*, for instance, was completing her outfit after having been sunk and damaged. In the bay were some new stern-wheelers in ended for Hsiangphong, which had recently been completed. Another, which had been ordered to be finished, was extended by 125 ft. The width at the entrance is 75 ft. The company has establishments on a lesser scale at Aberdeen, at the back of Hong Kong Island, and at Samshui. Hitherto the company—owning all the docks either at Kowloon or on Hong Kong Island—has had virtually a monopoly of the business, though it has to meet competition from Japan, Shanghai, and Singapore. The withdrawal of all the large ships of the British naval force has shown it of some of its work, and it is threatened with the competition ere long of the Quarry Bay establishment in course of erection and completion by Messrs. Butterfield and Swire. It is as yet impossible to say what the effect of this competition may be, but viewing the figures of tonnage that Hongkong is credited with, it would seem that there should be work enough for both establishments. Certainly the Dock Company enters the arena with a favourably moderate capitalisation and with plant and works written down to a low figure, but the owners of Quarry Bay are not a firm to be daunted; and they are credited, probably quite correctly, with ample funds and a determination to see anything through that they put their hands to.

THE QUARRY BAY WORKS.

It will certainly fill anyone with admiration to see what has been created at Quarry Bay, adjacent to the Tai Koo sugar refinery. The first thing that claims attention is the fine dock, all granite-faced and lined, which has been constructed half out of the land and half built out on the reclamation. This dock is 750 ft. in length by 88 ft. width at the top of the entrance, and 120 ft. inside measurement. There is 345 ft. on the hill at high water spring tides. The caisson is of the new sliding type, which, when the dock is opened, slides into a recess at the side. Besides the dry dock there are three hauling up slips, one of which is 1,030 ft. on the rail by 80 ft. broad, and the other two are 58 ft. each on the rail, and 60 ft. wide. Any one of these three will take 2,700 tons deadweight, which is sufficient to handle any vessel of the ordinary coaster type in Far Eastern waters. These ships are constructed parallel with the dock. There is likewise a slip set at right angles to and at some distance away from the head of the dock, launching "in" to the harbour. It is intended for the construction of vessels of about 2,500 tons, which it will be the requirements of most coaster-type boats. To provide the necessary accommodation for these docks, for the pumping and power station and the accompanying machine, foundry, fitting, and other shops and accessories, a great deal of land, amounting in all to some 50 acres, has been levelled or reclaimed. The spoil necessary to fill in the reclamation has been obtained by clearing away a hill, the site of which in turn has been converted into available flat ground. The main road proceeding eastward formerly ran through about where the centre of the dock now occurs. It has been deflected at the back of the yard. No less than 1,300,000 cubic yards of material, amounting about 2½ to 3 tons to the cubic yard, has been moved, and at the time of my visit about

1,500,000 cubic yards remained to be shifted. Outside the dock entrance a temporary dam was erected, and until the work had reached a certain stage, and the dam received some support from the rear, it must have been somewhat anxious work for the engineers engaged in its construction. Much of the work has been done by contract under the direct supervision of the engineers, and one frequently saw the whole family engaged—men, women, and children—each doing something to contribute to the total earnings. At present some 3,500 workmen are employed. When completed and in full working order there will probably be about 4,000 employed in the yard. All the power used throughout the yard in the various shops will practically be electric, or for special work, such as rivetting, it will be hydraulic. To the eastward of the yard, the company has taken up further land, where quarters will be erected for a large number of the men employed. They will thus be close at hand. The offices, which were expected to be completed about April-May, and into which the present staff intended to move immediately will be a fine block of buildings situated parallel to the dock, at a convenient distance, and having the reclaimed wall on the sea front at a short distance on the other side. The dock and shops have been started as an adjunct to the China Navigation Company, where their vessels can be docked and repaired, and our steamers constructed. The company possesses the considerable fleet of some 60 vessels, and you cannot be long in any of the Treaty ports in China without seeing at least one vessel of the line. It has regular services also to Manila and Australia, and runs a line from Shanghai to Yokohama via ports. Besides providing facilities for its own steamers the yard will be in a position to dock, repair, or construct any vessels that it can secure. It is undoubtedly a big undertaking, and is a notable increase to the industrial capacity of Hongkong.

(Continued on pages 6 and 7.)

IN A CONVENT SCHOOL.

REVEREND MOTHER MARIE OF MANDALAY
TELLS HOW
Dr. Williams' Pink Pills
CURE THE CHILDREN UNDER HER CHARGE."WE ALWAYS HAVE THEM ON
HAND IN CASE OF NEED."

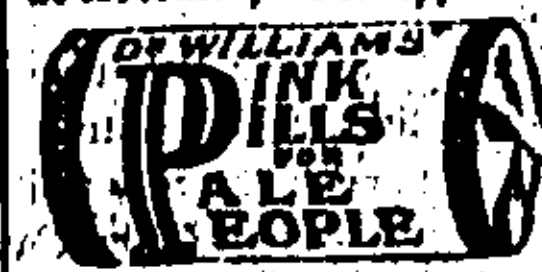
The fact that Dr. Williams' Pink Pills are a medicine *par excellence* for children is now recognised by parents of almost every nationality under the sun, and the famous Pills are always to be found, occupying an honoured place as "The Family Medicine," not only in countless homes, but also in many important Public Institutions in every part of the World.

The St. Joseph's Convent School, of Mandalay, Burma, is an educational institute for girls and small boys. It is also a home for many children, and pleasant indeed is the lot of the little ones entrusted to the love and care of the Reverend Mother Superior of St. Joseph's when interviewed not long ago, "and," she added, "one of the medicines we find most useful among our girls and boys is Dr. Williams' Pink Pills."

Requested to state more precisely her reasons for entertaining so high an opinion of these Pills the Reverend Sister Marie did so as follows:—"We find Dr. Williams' Pink Pills especially beneficial for the weak children," she explained. "I mean the children with poor appetites; who are growing too fast; or who get run-down through their studies. For example, take the case of one young girl. In her case the Pills worked wonders. She was just one of those girls without much life or nerve; she was always pale; listless, and despondent. She was Anæmic; her appetite was bad, she suffered from headaches once or twice a week. I gave this girl Dr. Williams' Pink Pills and speedily she began to show marked signs of improvement. After about four bottles she was restored to health. This happened last year. Now she is one of our pupil teachers, she is strong and healthy, never complains of headaches, and performs her teaching duties with cheerfulness, and in a way which gives perfect satisfaction to all concerned."

Speaking generally," said the Reverend Mother in conclusion, "I am of opinion that Dr. Williams' Pink Pills are a most excellent tonic medicine, and especially suitable for children. We have been using them fairly regularly for the past two or three years, and always have them on hand in case of need. I know also that when our Sisters come out fresh from Europe to carry on the work of the Order here they bring a supply of these Pills with them for their own use. It gives me pleasure to be able thus to record my opinion of Dr. Williams' Pink Pills for publication for the information of others."

Not for children only but for men and women, young and old, Dr. Williams' Pink Pills for Pale People are suitable and beneficial. They are the most perfect blood medicine yet discovered, and it is because of their unique action—Tonic whilst purifying—the blood that they cure. The testimonials of thousands of grateful cured sufferers prove them to be the remedy for all disorders arising from a weak, unhealthy state of the blood, such as Anæmia, Debility, Headaches, Nervousness, Indigestion, Liver Complaint, Malnutrition, Paralysis, Beri-beri, Rheumatism, Eczema, Boils, Pimples, the after effects of Fever, Dysentery and Chills, and (especially) the ailments which trouble ladies between youth and middle life. These Pills can be had at most shops where medicines are sold, and also direct from the Dr. Williams' Medicine Co., Cavanagh Bridge, Singapore, who send 6 bottles for \$5/-, or 1 bottle for 8/-, post free to any address.



Indigestion, Liver Complaint, Malnutrition, Paralysis, Beri-beri, Rheumatism, Eczema, Boils, Pimples, the after effects of Fever, Dysentery and Chills, and (especially) the ailments which trouble ladies between youth and middle life. These Pills can be had at most shops where medicines are sold, and also direct from the Dr. Williams' Medicine Co., Cavanagh Bridge, Singapore, who send 6 bottles for \$5/-, or 1 bottle for 8/-, post free to any address.

Intimations.

NAVY CONTRACT.

TENDERS are invited for the SUPPLY OF
"M. CELLANEOU" MATERIALS
(Firewood, Lime, White, Chalk, &c., &c.)
from the 1st August, 1907, to H.M. Dockyard
Hongkong.

Forms of Tender can be obtained on application to the NAVAL STORES OFFICER, H.M. Dockyard, and should be returned not later than Noon on 25th July, 1907.

A Deposit of One Hundred Dollars (\$100) will be required when applying for Tender forms. This will be returned if the Tender is declined.

The lowest or any Tender not necessarily accepted, and the right is reserved of accepting any portion of a Tender.
Hongkong, 20th July, 1907. [667]

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	9.30 a.m.	Every 10 minutes.
7.30 a.m.	10.00 a.m.	Every 15 minutes.
8.00 a.m.	10.30 a.m.	Every 15 minutes.
8.30 a.m.	11.00 a.m.	Every 15 minutes.
9.00 a.m.	11.30 a.m.	Every 15 minutes.
9.30 a.m.	12.00 p.m.	Every 15 minutes.
10.00 a.m.	12.30 p.m.	Every 15 minutes.
10.30 a.m.	1.00 p.m.	Every 15 minutes.
11.00 a.m.	1.30 p.m.	Every 15 minutes.
11.30 a.m.	2.00 p.m.	Every 15 minutes.
12.00 p.m.	2.30 p.m.	Every 15 minutes.
12.30 p.m.	3.00 p.m.	Every 15 minutes.
1.00 p.m.	3.30 p.m.	Every 15 minutes.
1.30 p.m.	4.00 p.m.	Every 15 minutes.
2.00 p.m.	4.30 p.m.	Every 15 minutes.
2.30 p.m.	5.00 p.m.	Every 15 minutes.
3.00 p.m.	5.30 p.m.	Every 15 minutes.
3.30 p.m.	6.00 p.m.	Every 15 minutes.
4.00 p.m.	6.30 p.m.	Every 15 minutes.
4.30 p.m.	7.00 p.m.	Every 15 minutes.
5.00 p.m.	7.30 p.m.	Every 15 minutes.
5.30 p.m.	8.00 p.m.	Every 15 minutes.
6.00 p.m.	8.30 p.m.	Every 15 minutes.
6.30 p.m.	9.00 p.m.	Every 15 minutes.
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1.30 p.m.	4.00 p.m.	Every 15 minutes.
1.00 p.m.	4.30 p.m.	Every 15 minutes.
1.30 p.m.	5.00 p.m.	Every 15 minutes.
1.00 p.m.	5.30 p.m.	Every 15 minutes.
1.30 p.m.	6.00 p.m.	Every 15 minutes.
1.00 p.m.	6.30 p.m.	Every 15 minutes.
1.30 p.m.	7.00 p.m.	Every 15 minutes.
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1.00 p.m.	8.30 p.m.	Every 15 minutes.
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1.30 p.m.	12.00 p.m.	Every 15 minutes.
1.00 p.m.	12.30 p.m.	Every 15 minutes.
1.30 p.m.	1.00 p.m.	Every 15 minutes.
1.00 p.m.	1.30 p.m.	Every 15 minutes.
1.30 p.m.	2.00 p.m.	Every 15 minutes.
1.00 p.m.	2.30	

Intimation.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

THE LEADING
WHISKY
THROUGHOUT THE EAST
FOR OVER
20 YEARS.WATSON'S
VERY OLD LIQUEURE BLEND
SCOTCH
WHISKY.
\$15.00 - - - per case.A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 20th July, 1907.

On July 17, 1907, at Shanghai, the wife of
G. V. TARIK MARSHALL of a son.
DEATH.On July 14, 1907, at Soochow, ADISON, son
of Rev. and Mrs. J. N. Hayes, in 19th year of
his age.

The Hongkong Telegraph

HONGKONG, MONDAY, JULY 22, 1907.

THE TRADE OF CANTON.

An extremely interesting report on the trade of Canton last year appears in the latest publication issued by the Imperial Maritime Customs, under the signature of Mr. F. J. Mayers, the Acting Commissioner of Customs. The writer remarks that it is somewhat surprising, and therefore all the more gratifying, to find that in spite of unfavourable conditions—high exchange, spring floods, and disastrous autumn typhoons—there has again been a slight increase in the revenue, the advance over the figures for 1905 being HK \$15,772. The total net value of the trade of the port shows an increase of nearly two million taels, which, in view of the high sterling exchange ruling throughout the year, and the consequent reduction in the silver value of foreign imports, indicates a satisfactory development of the general trade of the port. But Canton might do much better still, and no doubt will do so as soon as the unfortunate dislocations which are now hindering the construction of the trunk railway line to Hankow are satisfactorily settled. Once this line is completed and in operation the trade of the port may be expected to develop enormously; but as things are going now there seems little prospect of the Hankow Railway being completed for many years. Referring to the subject in another section of his report Mr. Mayers observes that the affairs of the Canton-Hankow Railway have not progressed satisfactorily during the year. After much local agitation against the proposed official management of the line, the control was eventually entrusted, in June 1906, to a commercial committee representing the Kwangtung Commercial Railway Company, Canton-Hankow line, under the patronage of the nine charitable institutions and 72 guilds. The capital of the company is 40 million dollars, of which about one-fifth has been paid up or promised—in subsidiary coinage. In order to make the line popular, it was deemed advisable to limit the value of the shares to \$5 each, so that even poor people might participate. As such people naturally expect a quick return for their money, the delays that have occurred have not tended to inspire confidence, and further delays are likely to cause the board of control very considerable embarrassment. There has been great friction between the local committee and Hongkong subscribers. The latter were not satisfied to hand the amount of their subscriptions over to the Canton committee to be disposed of as the latter thought fit, and they therefore deposited their share—some 27 million dollars—in

foreign banks in Hongkong, and recommended that all the company's funds should be similarly dealt with. To this the Canton shareholders objected, and they attempt to refuse recognition to the Hongkong subscribers; but the present Viceroy has ruled that their subscriptions shall be accepted. It is exceedingly difficult to understand the principles on which the Railway Company directors are working. They apparently are determined to conduct their business on purely original lines, totally ignoring all foreign precedents. The result may be perfectly satisfactory in the end, but at present it is only possible to say that up to date a state of intense friction between all parties concerned appears to have characterised the situation, and no serious attempt has been made to start the trunk line. As this line is bound to have an enormous influence on the future development of the trade of Canton, it is a matter of extreme regret to all interested in this question that a succession of difficulties has so long delayed the commencement of operations. It is indeed, even now, impossible to foretell when the construction of the main line is likely to be seriously undertaken. Mr. Mayers does not put much faith in the possibility of Whampoa becoming a rival of Hongkong. Referring to new business undertakings started in Canton last year, the writer states that among new commercial enterprises, the most important is the city waterworks. Water of excellent quality will be obtained from a creek beyond the Arsenal. Filter beds, with an area of 96,000 square feet, are being built. The capacity of the pumping machinery order is 8,500,000 gallons in 24 hours, and the water tower, which is 110 feet high to floor of tank, has a capacity of 200,000 gallons. The total length of the water mains will be about 55 miles. The service should commence some time during 1907. The company has a capital of Tls. 1,200,000, of which the Government has subscribed half. The Government is establishing cement works in Honam in anticipation of a great demand from the Hankow Railway. A company, with a capital of \$120,000 has imported weaving machinery from America for the manufacture of underwear and socks of foreign style. Machinery is being employed by several shoemakers in the manufacture of foreign-style boots and shoes, which are now largely worn. A considerable amount of building has been done on the Shameen, where there are now very few vacant lots. Altogether the report is entirely favourable to the trade of Canton and is, indeed, a tribute to the general and business capacity of the Cantonese.

LOCAL AND GENERAL.

PRINCE Fushimi arrived at noon on 14th inst., at Yokohama on board H.M.S. Monmouth.

At a meeting of the Board of Directors of the Shanghai Tug and Lighter Co., Ltd., on the 16th inst., interim dividends were voted of 38 per cent on the preference shares and 34 per cent on the ordinary shares for the half year ending June 30 last.

The Russo-Japanese Agreement is expected to be signed within a week. Pirates have made an attack in the neighbourhood of Pizewo. The Japanese police have captured two of the ringleaders, and two vessels with a great quantity of ammunition.

It is stated in the native papers that Sir John Jordan has demanded from the Waiwup an indemnity for losses sustained by the British-owned steamer *Kichang* [see Chron.] which was recently pirated on the West River. The speedy arrest of the pirates has also been demanded, failing which the British Minister threatens him to send British gunboats to do the work.—N. C. D. News.

THE N. C. D. News is informed that Mr. O. G. Potter, Consul-General for Portugal, has received telegraphic advice that the King of Portugal has decorated Dr. Von Schab Paulin and Dr. Krieger of Shanghai with the Order of St. James for scientific merit. This is one of the most coveted distinctions in Portugal. It has been conferred upon these two well-known doctors, we understand, in particular recognition of the valuable services they have rendered gratuitously to the poorer classes of the Portuguese community.

Sir Matthew Nathan, the new Governor of Natal, who will soon be leaving for South Africa, is being greatly entertained. In addition to the "at home" in his honour, which is to be given by Lady Arbuckle to-day, a similar function is to be held on 26th inst., by Mrs. Mathers, says the *L. & C. Express* of 21st June. Sir Matthew Nathan will also be the guest of the evening at the monthly dinner of the African Society on 3rd prox., on which occasion the chair will be taken by Sir Godfrey Ladgen, late Commissioner for Native Affairs in the Transvaal.

Three German officers of the steamer *Proreia*, who only a few days ago gave the ship's steward in charge for theft, and who later were summoned for assaulting the man, were convicted at the Police Court on Saturday. It will be remembered that the steward was accused of stealing a brass anchor paper weight from the engineer's cabin. When the things were found after a search in the storeroom, of which the steward had charge, he was hauled to the deck and assaulted. Then he was taken to the Water Police Station, from where he had to be sent to hospital. Mr. Haselard discharged the steward and fined the officers \$20 each.

BREACH OF CONTRACT.

STANDARD OIL CO. SUED.

At the Supreme Court this morning, Mr. M. W. Slade, instructed by Mr. G. A. Hastings, of Messrs. Hastings and Hastings, appeared before his Honour the Chief Justice, presiding in the Original Jurisdiction, for the plaintiffs in the case of Lau Yeong Wood and Lam Choy against the Standard Oil Company, suing for cost and price of labour on an uncompleted contract, in which certain questions arise for which a special case was rendered necessary.

Hon. Mr. H. E. Pollock, C.C., instructed by Mr. Atkinson, of Messrs. Deacon, Lister and Deacon, appeared for the defendant company. Mr. Slade said this was a special case arising out of an action for work done and material supplied by the plaintiffs for and on behalf of the defendant company under a contract dated 3rd April, 1905. In that action defendants applied for a stay of proceedings in order that the matter might be submitted to arbitration. Mr. Slade was proceeding to enter into the history of the action, when

Mr. Pollock: I don't know what my learned friend is going on these preliminary excursions for; they are quite irregular. This is a special case, and the object of a special case was to submit certain documents to the Court, and after hearing arguments as to the legal aspect of the case, to ask the Court to answer certain questions on points of law. The special case was as follows:—

(1) That the plaintiff by a contract in writing dated April 3, 1905, and made between the plaintiff and the defendant (a copy of which together with the specifications and conditions therewith incorporated is exhibited and the declaration of the plaintiff Lau Yeong Wood filed in this action on March 8, 1907) agreed to construct certain works.

(2) That the plaintiffs in pursuance of the said contract entered on the site and did certain work and remained on the site until January 25, 1907.

(3) That on January 25, 1907, the said works were not completed.

(4) That on January 18, 1907, Christopher Boswood, Thomas, assistant to Mr. William Danby, the Engineer named in the said contract, acting for and on behalf of the defendant, gave the plaintiff a notice, of that date, a copy of which is hereto annexed.

(Mr. Thomas gave plaintiff notice that unless they employed not less than 240 men continually on the work from that date and proceeded with all proper expedition he would on January 25th take the works wholly out of their hands and if necessary expel plaintiffs and their workmen from the works.)

(5) That the plaintiffs did not comply with the terms of the said notice and on January 25, 1907, the said C. B. Thomas, acting for and on behalf of the defendant, gave the notice of that date, a copy of which is hereto annexed.

(Mr. Thomas ordered plaintiffs to suspend and take possession of the site and works and all plant and material thereon. Mr. Thomas pointed out that such a course would not affect any of the obligations, liabilities and responsibilities incurred by plaintiff by entering into the contract.)

(6) That on January 25, 1907, the said contract was taken out of the plaintiffs' hands by defendants and the defendants have possession of the plant on the said works.

(7) That on January 26, 1907, the plaintiffs through their solicitors sent to the defendants and the defendants received a letter of that date a copy of which is hereto annexed.

(In this letter plaintiffs' solicitors gave notice that as their clients had been improperly ejected from the works at Lanchow and were prevented from carrying out the contract of April 3rd, 1905, they gave notice that such contract was rescinded and wholly and entirely, plaintiffs holding defendants liable in damages for breach of the said contract.)

The questions for the opinion of the Court are: (1) did the said letter of the plaintiffs' solicitors to the defendants of February 7 have the effect of rescinding in any way the contract between plaintiffs and defendants which is referred to in such letter; (2) if the answer to question (1) is in the affirmative, did the said letter have the effect of rescinding the said contract (a) as from the date of such contract, or (b) as from February 7; (3) if the said letter had the effect of rescinding the said contract as from February 7 are not the rights of the parties to the said contract (as regards all claims of either party against the other in respect of anything which occurred prior to February 7) governed by all the terms and conditions of the said contract and ought not such rights to be determined in accordance with such terms and conditions; if any, in what respect or respects are the rights of the parties not governed by the terms and conditions of the said contract.

The first notice referred to from Mr. Danby to the plaintiffs was as follows:—I, beg to give you notice that, as you have repeatedly failed to comply with the orders given you from time to time in respect of the work to be carried out by you under contract 569 of the 3rd April, 1905, and as you have also repeatedly failed to proceed in the performance of the contract with the expedition required for the fulfilment thereof, and to employ a sufficient number of workmen in the execution of the work, and have repeatedly disregarded all the orders and instructions given you to employ more work-

men, and by reason of your default the progress of the work is being seriously hindered and the Standard Oil Company of New York is being seriously prejudiced, I hereby give you notice that unless you employ not less than 200 men continually on the work beginning from the 18th January, 1907, and from that date proceed with all proper expedition, I shall at the expiration of seven clear days from the date hereof, i.e., on the 25th day of January, 1907, in pursuance of the clause 10 in the specification of the said contract, I take the work wholly out of your hands, and (if necessary) expel you and your workmen from the works.

The second notice was as follows:—Adverting to the notice I gave you on the 18th inst., that by instructions from the principals, the Standard Oil Company of New York, and by virtue of the powers vested in me by clause 10 of the contract, the Engineer referred to in the above contract for the erection of a sea-wall and reclamation on New Kowloon Marine Lot No. 2, that I shall on this date take the work out of your hands, I now order you hereby to suspend the whole of the work, as the principals are about to enter upon and take possession of the site and works, and of all such plant and materials thereon for use in completing the said work, which plant and materials now become the property of the principals absolutely, who will hold a lien on them until the works shall have been completed under the powers conferred on them. You must understand distinctly, however, that by so doing it will not affect any of the obligations, liabilities, and responsibilities you have incurred by entering into this contract. And further you must not remove from the site of the works or from any ground contiguous thereto, any plant or material of any kind, or any materials belonging to you or others which have been placed thereon for the purposes of the works. At 9 a.m. on the 28th inst., my assistant's will proceed to measure up and value, on the spot, the whole of the work executed by you, and the quantity of materials on the ground; they will also ascertain the value of the work that remains incomplete, and I further instruct you personally as the contractor to attend the same "measuring up" with any foreman or sub-contractors you may wish to attend with you, and point out to my assistant any things or works you may desire them to see, so that no item, as far as you know, will be overlooked. You must also produce at the same time all plans, specifications and other documents of whatever kind which have been left you for the purpose of carrying out the work. In case you do not attend at the site of the works on Monday next, or any authorized agent to represent you, the measuring up will proceed as though you were present, and you will be responsible for all omissions or mistakes.

Mr. Slade having read the special case and notices, considerable argument took place between his Honour and the respective counsel upon the point whether the plaintiffs were holding that he did not see how he could answer the questions asked, without knowing more of the facts.

Mr. Pollock said the facts did not matter one iota; the special case was to ask his Honour to read certain documents which were placed before him, and then answer the questions thereon. Counsel quoted authorities at considerable length and his Honour then requested him to state the case a little more fully, and the Court adjourned till 2.30 p.m.

Upon resuming at 2.30 p.m. Mr. Slade said that he had to take exception to the notice as it was not given by Mr. Danby, the Engineer mentioned in the contract, but by Mr. Thomas who was not the Engineer so mentioned.

Mr. Pollock: It was signed "Danby."

Mr. Slade: Yes, but by Thomas.

Mr. Pollock: Thomas is Mr. Danby's assistant and, presumably, represents him in these matters.

His Honour: But where are the pleadings?

Mr. Pollock: It does not matter "suppose" about the pleadings, and they are not before your Lordship.

The parties agreed that certain facts shall be submitted.

His Honour: Yes, but I don't see how two parties can say, "I let us send a special case to the Court, *suppose* of nothing."

Mr. Pollock: Not a nothing, my Lord, but *suppose* of the documents in Court.

His Honour: But can the Court be utilized for settling disputes in that manner?

Mr. Pollock: That is what the Court is for, according to the "clearest" authority—Chitty. (Reads the sections showing that a special case is to be dealt with only on the document before the Court, and nothing else.)

His Honour: But the first words I see in Chitty are "This action was commenced." I don't want to go into any matters except those necessary to understand this case, we are only now dealing with the notice.

Mr. Pollock: I must object on principle. I simply stand by the rules of procedure.

His Honour: It seems to me that the writ ought to be incorporated in these proceedings as they arise out of that process.

Mr. Pollock: If you are going to allow them to refer to those documents, you might as well allow them to discuss the contract with us.

His Honour: It seems to me that incorporation is implied.

Mr. Pollock: The parties made an agreement and the Court cannot make a new agreement.

His Honour: The Court can say that certain things are implied.

Mr. Pollock: But if the parties agree to submit certain points to the Court the Court cannot alter the facts.

The Court adjourned till 11 o'clock to-morrow.

An exchange has been sanctioned between Lieutenant E. A. Hays, 3rd Battalion, Middlesex; Brigadier-General and Colonel L. F. Slane-Stanley, 4th Battalion; Second Lieutenant Slane-Stanley, 4th Battalion; therefore embark for Hongkong on July 6 to join the 3rd Battalion, and Lieutenant Hays will remain with the 4th Battalion, at Londonderry.

CANTON DAY BY DAY.

KWANGSI RAILWAY CO.

[From Our Own Correspondent.]

Canton, 20th July.
Yesterday a telegram was received from Kwangsi stating that the people of that province are contemplating the formation of a Kwangsi Railway Company by the floating of a company with a capital of \$15,000,000. The capital is to be raised by subscription in shares at \$5 each for the construction of the railroads in that province. A line will be constructed from Wuchow to Kwei-Yuen district and thence to Nanning, etc. The telegram requested the Canton-Hankow Railway Company and the Nine Canton Charitable Institutions to assist the promoters in soliciting shares.

CHEAP RICE.
Yesterday the Kwangchow Prefect, Chan Mong Tsang, being present at the Oi Yuk Charitable Institution to attend the anti-opium meeting, took the opportunity of consulting with the members of the committee of the Cheap Rice Disposal Bureau about the continuation of the cheap disposal of the commodity. The letter received from Hongkong, in regard to the rise of price of rice in Annam, was submitted to the Prefect, and he promised to report to H.E. the Acting Viceroy on the matter, and to request the farmers of the gambling monopolies to subscribe more liberally towards the funds for the purchase of rice for cheap sale and that this relief measure should be continued and be not stopped until the price of this foodstuff has gone down.

EXPECTANT OFFICIALS.
H.E. Acting Viceroy Wu has instructed the Police Department to furnish him with a monthly report of the names of all expectant officials at present in Canton together with their respective ranks, titles and addresses for his information. This is done simply for the purpose of facilitating inquiries when necessary.

SHUM'S ILLNESS.
A Shanghai telegram states that H.E. Viceroy Shum is suffering from a bad attack of hemorrhoids. He was at first attended by a Chinese physician and during the period of treatment under this doctor, he twice lost consciousness through the misuse of medicine, and H.E. has now placed himself under the treatment of a foreign doctor.

SELF-GOVERNMENT FOR KWANGTUNG.
When Shum was in office here he intended to bring about local self-government throughout the province of Kwangtung, and he had instructed several waiyuns to proceed to Lueghuan and other places to arrange for and inquire into the matter. But before his proposals were carried into effect H.E. Shum received the order transferring him to the Yunnan and Kweichow Provinces. Now the authorities of Canton are going to take up the matter again on the Yare line as proposed by H.E. Viceroy Shum.

ANOTHER CASE OF ROBBERY.
It is stated that H.E. Viceroy Shum has decided to proceed South on the expiry of his fifteen days' leave. For the last ten days or so, many members of H.E.'s suite have arrived here, and another batch of them is said to have left Shanghai for the South. It is reported that at present the rest of H.E.'s suite—about twenty in number—will remain in Shanghai with H.E. and will no doubt accompany him to the South.

GANG ROBBERY.
On the 16th instant, a gang of robbers attacked the residence of the present Chinese Consul-General at Peru, Lai Leung-fu, in the district of Panyu, and carried away all the valuables they could lay their hands on. The robbers are reported to have intended to kidnap Lai's son, but fortunately he was absent from home, when the robbery took place. Last year, when Consul Lai was at his home in Lunyu, on home leave, a case of robbery took place at his house.

FIRE.
Last evening at seven o'clock, a fire broke out in a paper shop in Chung Lok Street in the western suburb. Owing to the timely appearance and assistance of the different fire brigades, the conflagration was extinguished before it assumed serious proportions, and only the building, at which the fire originated, was gutted; two adjoining houses were slightly burnt.

ANTI-OPIMUM CAMPAIGN.
Yesterday afternoon, the fourth meeting was held at the Oi Yuk Charitable Institution, to discuss the arrangements to be made for the carrying out of the anti-opium regulations, and there were present the Acting Provincial Judge, Kuang, the Kwangchow Prefect Chan, the Brigadier-General of Kwangchow, Pao, the two magistrates of Namhoi and Panyu and many other officials. There were also present the leading merchants, members of the charitable organisations, students and Press representatives. The Acting Judge, Kuang, took the chair and the following resolutions were passed after considerable discussion: (1) That the Acting Viceroy be requested to sanction a special seal for the use of the Canton Central Anti-Opium Association. (2) That members of this association be admitted from people of respectable character and of all classes. (3) That the Mun Lau She Yuen in Ha Kau Po Street be utilised as the headquarters of the Anti-Opium Association. (4) That the Po Tsz Monastery, near the western gate of the city, be used and appolated as an hospital for a period of three months, for the treatment of opium-smoking patients. (5) That subscription lists be opened and subscriptions for the association be collected by the different charitable institutions and the native banks, and that the Hongkong Tung Wah Hospital be requested to solicit subscription towards the fund. The question of the opening of industrial institutions was discussed at great length, but at five o'clock the meeting closed, leaving this question for further discussion at the next meeting. At this meeting a sum of over a thousand dollars was collected towards the fund.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE

MR. CHUNG WENG KWONG

OF CANTON CHRISTIAN COLLEGE

RELEASED.

[From a Correspondent.]

Tientsin, 20th July.

1.25 a.m.

Chung, of the Canton Christian College, is now released.

[The news of the release of Mr. Chung Weng Kwong, of the Canton Christian College, will be received with general satisfaction in Canton where Mr. Chung is well known. The arrest of Mr. Chung was effected by orders from Viceroy Yuan Shi Kai. The details of the arrest were communicated to the *Hongkong Telegraph* in a letter from Tientsin by Dr. O. F. Wisner, principal of the Canton College, on the 18th ult., and are as follows:—

On Monday night, in obedience to a telegraphic order from H.E. Viceroy Yuan, a distinguished Cantonese scholar, named Chung, was arrested by the police in Pao-ling-fu, where he was spending a few days on route from Peking to Hankow and the south.

It seems that Mr. Chung, who has for many years, together with many of his principals in the ports, discarded the queue and adopted foreign costume, has been visiting the schools of Tientsin, Peking and Pao-ling-fu in search of excellences in the educational system of the north which could to advantage be adopted in the south, and has excited the suspicion of the authorities in so doing.

Dr. Wisner, President of the Ling Nam College, Canton, in which Mr. Chung has for years been the professor of the Chinese language, has been his associate in this tour of the leading schools of the province, and expresses his full confidence, based on the constant intercourse of these years, that Mr. Chung is innocent of complicity in revolutionary propaganda, and that official examination of his effects will demonstrate this.—Ed. H.K.T.]

[Reuter's.]

The Governorship of Bombay.

London, 19th July.

Lord Lamington's resignation of the Governorship of Bombay, owing to the health of Lady Lamington, has been accepted.

The Explosions in the U.S.S.

"Georgia."

Ten deaths have now resulted from the

Heavy Rains in the Bombay Coast.
Heavy rains continue on the Bombay coast; fifty inches have now fallen, but the lateness of the monsoon inland is causing anxiety.

Later.

Result of the Eclipse Stakes.

1—Lally.

2—Saucy.

3—Benzonian.

The United States.

The *New York World* is authorised to state that President Roosevelt never ordered the fleet of battleships to the Pacific, and that he was not aware an order had been issued to that effect.

The manoeuvres of the fleet have been discussed for some time, but they were not connected with the Japanese question. The fleet may go to the Pacific but its destination is as yet not determined upon.

The *World* describes this as a deathblow to bellicose agitation.

The Risley Meeting.

20th July.

England won the Nation Challenge Cup with a score of 1,904. Scotland second with 1,893.

Russia.

Twenty people have been arrested and imprisoned in St. Petersburg, in connection with the recent conspiracy to murder the Tsar.

M. Stolypin will be court-martialed.

Explosive Heat in America.

Upward of a thousand cases of heat prostration occurred in Philadelphia yesterday, and many in New York.

LORD Elgin, Secretary of State for the Colonies, presided on 19th ult., at the eighth annual dinner of the Corona Club, which took place at the Hotel Cecil. In the course of an interesting speech, he said there was a connection always between the self-governing Colonies and the Crown Colonies, and that was found in the service to which they present belonged. They had at the moment a gentleman retiring from the Governorship of a self-governing colony—one who had gained for himself a double approbation in that he had been requested by members of his Ministry to put forward a request for an extension of his term of office, and who had been appointed, on the other hand, to an important post in a Crown Colony by the Secretary of State. He referred, of course, to Sir Henry McCallum (Cheers) if they wanted to have the converse, they had present that evening Sir M. Nathan, who had been called upon to succeed Sir H. McCallum in a post which was one of difficulty and responsibility, or else he would not have been called upon to do so. Sir M. Nathan, he believed, was an expression of his sincere regret as any Governor could wish to leave. (Cheers.) He did not think, therefore, we could draw a strict line of division between these two parts of the Colonial Empire of this kingdom.

COMMERCIAL.

TODAY'S EXCHANGE.

Selling.	
London—Bank T.T.	100/11
Do. demand	100/11
Do. 4 months' sight	100/11
France—Bank T.T.	100/11
Do. demand	100/11
Do. 4 months' sight	100/11
India—Bank T.T.	100/11
Do. demand	100/11
Do. 4 months' sight	100/11
Shanghai—Bank T.T.	100/11
Do. demand	100/11
Do. 4 months' sight	100/11
Singapore—Bank T.T.	100/11
Do. demand	100/11
Do. 4 months' sight	100/11
Java—Bank T.T.	100/11
Do. demand	100/11
Do. 4 months' sight	100/11

Buying.

4 months' sight L/C	100/11
6 months' sight L/C	100/11
30 days' sight San Francisco & New York	100/11
1 month's sight	100/11
30 days' sight Sydney and Melbourne	100/11
4 months' sight France	100/11
6 months' sight	100/11
1 month's sight Germany	100/11
Bar Silver	100/11
Bank of England rate	100/11
Bank of France	100/11
Exchange	100/11

Shipping.

Arrivals.	
Hinsang, Br. s.s., 1,336, A. G. Smith, 20th July, Singapore 14th July, Gen.—J. V. & Co.	
Ernest Simons, Fr. s.s., 2,892, R. Gerard, 21st July, Yokohama 13th July, and Shanghai 19th, Mails and Gen.—M. M.	
A. J. Oly, Fr. s.s., 1,363, Le Brun, 21st July, A. Vers 12th June, Gen.—M. M.	
Arratoon Apar, Br. s.s., 2,931, A. Stewart, 21st July, Calcutta 7th July, Penang and Singapore 16th, Gen.—D. S. & Co., Ltd.	
Horneo, Ger. s.s., 1,344, P. Sembli, 21st July, and London 10th July, Gen.—M. & Co.	
Hangsang, Br. s.s., 1,376, S. Wilde, 21st July, and London 10th July, Gen.—M. & Co.	
Glenloch, Br. s.s., 2,097, E. J. Stallard, 21st July, London 10th July, and Singapore 15th July, Gen.—McG. Bros. & Co.	
King George, Br. ship, 2,571, J. C. White, 21st July, Swatow 5th July, Ballast—S. O. Co.	
London, Br. s.s., 1,430, G. Chalken, 21st July, and Bangkok 13th July, Rice and Wood—B. & S.	
Douglas, Br. s.s., 997, Le Bail, 21st July, and Singapore 17th July, Rice—Man Fat & Co.	
Dunlop, Br. s.s., 1,402, J. Bing, 21st July, and London 10th July, Gen.—N. Y. K.	
Derwent, Br. s.s., 1,363, J. Jenkins, 21st July, and Canton 21st July, Gen.—Man Fat & Co.	
Chowang, Br. s.s., 1,424, A. E. Sandback, 21st July, and Canton 20th July, Gen.—J. M. & Co.	
Kwanglee, Br. s.s., 1,468, R. Lincoln, 21st July, and Canton 20th July, Gen.—C. M. S. N. Co.	
Nikkai Maru, Jap. s.s., 1,444, W. Nakagawa, 21st July, and Canton 20th July, Gen.—Mr. Bune.	
Saxonia, Ger. s.s., 1,316, Habel, 21st July, and Singapore 16th July, Gen.—H. A. L.	
Salute, Fr. s.s., 2,551, A. Alland, 21st July, and London 10th July, Mails and Gen.—M. M.	
Gregory Apar, Br. s.s., 2,961, S. H. Belson, 21st July, and Yokohama 9th July, Gen.—D. S. & Co., Ltd.	
Spitz, Ger. s.s., 2,626, H. Brock, 22nd July, and Yokohama 9th July, Gen.—H. A. L.	
Yuenang, Br. s.s., 1,018, T. Meyrick, 22nd July, and Manila 17th July, Gen.—J. M. & Co.	
Hanoi, Fr. s.s., 711, P. Melles, 22nd July, and Haiphong and Hanoi 21st July, Rice—A. R. M.	
Shanghai, Br. s.s., 1,305, W. McIntosh, 22nd July, and Shanghai via Ningpo 19th July, Gen.—B. & S.	
Kiang Ching, Ch. s.s., 2,000, Bressander, 22nd July, and Wuhu 15th July, and Chinkiang 17th, Gen.—Kwong Man Wo.	
Meekin, Ch. s.s., 1,336, C. V. Frigate, 22nd July, and Shanghai 17th July, Gen.—C. M. S. N. Co.	
Wakasa Maru, Jap. s.s., 1,884, A. Christensen, 22nd July, and Yokohama 10th July, Gen.—N. Y. K.	

Clearances at the Harbour.

German (Prins Waldemar) 24th inst.	
English (Ascot) 25th inst., 10 a.m.	
Candian (Empress of Japan) 28th inst.	
German (Prins Ludwik) 30th inst.	
German (Prins Revent Lownd) 20th inst.	
Indian (Lalanga) 31st inst.	

The H. A. L. s. s. Argentin left Singapore

on 20th inst., at 3 p.m. and may be expected here on 25th inst., p.m.

The Imperial German Mail s. s. Zieten, which left here on 18th inst., at 4 a.m., arrived at the wharf on 20th inst., at 8 p.m.

The N. Y. K. s. s. Kawachi Maru, European Line, left Singapore for this port on 19th inst., and is expected here on 24th inst.

The Imperial German Mail s. s. Prinz Ludwig left Kobe via Nagasaki and Shanghai on 18th inst., and may be expected here on or about 30th inst., p.m.

The P. & O. s. s. N. Cole's s. s. Argentin left Singapore for this port on 21st inst., at 3 p.m., with the outward English Mail, and is due here on 25th inst., at about 10 a.m.

The C. P. R. Co.'s s. s. Montez arrived at Shanghai at 6 a.m., on 21st inst., and leaves again at 6 p.m., Monday, for Hongkong, where she is due to arrive at 4 p.m., on 23rd inst.

The C. P. R. Co.'s s. s. Athenia arrived at Shanghai at 11:30 a.m., on 20th inst., and left again at 2 a.m., Sunday, for Nagasaki, where she is due to arrive at 6 p.m., on 22nd inst.

The C. P. R. Co.'s s. s. Empress of Japan arrived at Yokohama at 6:30 a.m., on 21st inst., and left again at 1 p.m., same day, for Kobe, where she is due to arrive at 2 p.m., on 22nd inst.

The Imperial German Mail s. s. Prinz Regent Luitpold, carrying the German Mail with dates from Berlin of the 2nd inst., left Colombo on 20th inst., p.m., and may be expected here on or about 30th inst.

Passengers arrived.

Per *Arratoon Apar*, from Singapore—Mr. and Mrs. J. Gregory.

Per *Hourdon*, from Nalgon—Madame Batellard, Mons. Lejeune, Chancelier du Consul, and 172 Chinese.

Per *Saxonia*, from Singapore—Capt. Engelhardt.

Per *Shanghai*, from Shanghai & Co.—Mr. J. S. Tonkin, and 48 Chinese.

Passengers departed.

Per *Argentin*, for Shanghai & Co.—Mrs. J. M. Bing, Miss Donovan, Mr. and Mrs. L. M. Alvarez, Miss N. Wilton, Dr. C. H. Soll, Mrs. C. H. Corne, Messrs. L. O'Brien, G. M. Courtney, Rev. Mr. A. J. Barley, Messrs. W. M. White, Chas. A. Graves, M. H. Coleaux, Mrs. R. S. Offey and son, Mrs. A. J. Ezer, Mr. R. C. Stand, Judge and Mrs. C. S. L. binger, Mr. J. W. Wakefield, Mrs. Chang and daughter, Messrs. H. C. McKenty and J. B. Rice.

VESSELS IN PORT.

Arrivals.	
Austria, Aust. s.s., 1,479, A. Blaffer, 19th July, Trieste 27th M. Y. and Singapore 13th July, Gen.—W. & Co.	
Chooang, Br. s.s., 1,479, D. King, 19th July, Hongkong 12th July, Gen.—J. M. & Co.	
Empress of India, Br. s.s., 3,039, E. Beetham, R.N.R., 20th June, Vancouver, (N.C.) 11th June, and Shanghai 27th; Mails and Gen.—C. P. R. Co.	
Fritiof, Nor. s.s., 891, O. Andersen, 18th July, and Canton 16th July, Cal.—Angard, Thoren & Co.	
Fukushima Maru, Jap. s.s., 1,007, T. Ito, 20th July, and Amoy 17th July, Gen.—U. S. K. Hilary, Br. s.s., 1,276, H. U. 18th July, and Macassar 5th July, Sugar and Gen.—C. J. L.	
Hupei, Br. s.s., 1,204, A. Mathias, 17th July, and Fowhai 17th July, Gen.—D. & S.	
Ichang, Br. s.s., 1,202, L. Jones, 20th July, and Moji 14th July, Gen.—B. & S.	
Kulsang, Br. s.s., 1,110, R. C. D. Bradley, 16th July, and Calcutta via Penang and Singapore 17th July, Gen.—J. M. & Co.	
Orland, Nor. s.s., 977, T. A. Lie, 12th July, and Hamburg 24th May, Gen.—Order.	
Peria, Br. s.s., 1,244, A. Dixon, 16th July, and San Francisco 18th June, Honolulu 25th, Yokohama 8th July, Kobe 9th, Nagasaki 11th, and Shanghai 14th, Mails and Gen.—O & S. S. Co.	
Phrahang, Ger. s.s., 1,021, F. Buck ng, 17th July, and Bangkok 9th June, Rice and Gen.—B. & S.	
Simongar, Br. s.s., 1,201, T. C. Zuyderhond, 19th July, and Samrang 7th July, and Singapore 12th, Sugar—Yung Fat.	
Spir, Nor. s.s., 870, A. Steen, 17th July, and Bangkok 8th July, Rice and Wood—S. W. & Co.	
Sungkiang, Br. s.s., 981, G. H. Pennefather, 17th July, and Cebu and Hainan 13th July, Sugar and Wood—B. & S.	
Taiyung, Br. s.s., 1,159, L. Dawson, 14th July, and Melbourne 14th July, Sydney 20th, Thursday Island 2nd, Port Darwin 3rd, Zambanga 8th, and Manila 12th, Gen.—B. & S.	
Teau, Br. s.s., 1,316, A. Somerville, 19th July, and Mani 16th July, Gen.—B. & S.	
Ujina Maru, Jap. s.s., 443, K. Loh, 18th July, and Moji 12th July, Cal.—M. B. K.	
Vatshing, Br. s.s., 224, C. Conney, 18th July, and Moji 12th July, Cal.—J. M. & Co.	
Yedo Maru, Jap. s.s., 2,227, T. Homada, 20th July, and Moji 13th July, Coal—Wa Ras.	

Steamers Expected.

Vessel	From	Agents	Date
P. Waldemar	Sydney	M. & Co.	July 24
Bencleuch	Singapore	G. L. & Co.	July 24
Monteagle	Singapore	C. P. R. Co.	July 25
Arcadia	Singapore	C. P. R. Co.	July 25
Kawachi Maru	Singapore	N. Y. K.	July 25
Mimashima	Singapore	T. & Co.	July 25
Hikong Maru	Singapore	C. P. R. Co.	July 25
Emp. of Japan	Singapore	C. P. R. Co.	July 25
Fookang	Calcutta	J. M. & Co.	July 25
Tikini	Calcutta	J. M. & Co.	July 25
P. R. Luipold	Calcutta	M. & Co.	July 25
Laisang	Calcutta	J. M. & Co.	July 25

CHINA COAST METEOROLOGICAL REGISTER.

July 20th, 1907, a.m.

Vessel	Bar.	Th.	Hum.	Wind	Wave
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Vladivostok 7 a.m. — — — — —

Nemuro 6 a.m. 30.01 — — — — —

Hakodate 30.01 — — — — —

Tokio 29.99 — — — — —

Kochi 29.98 — — — — —

Nagasaki 29.97 — — — — —

Kagoshima 29.96 — — — — —

Oshima 29.95 — — — — —

Kyushu 29.94 — — — — —

Shanghai 29.93 — — — — —

Wakasa Maru 29.92 — — — — —

Shanghai 29.91 — — — — —

Shanghai 29.90 — — — — —

Shanghai 29.89 — — — — —

Shanghai 29.88 — — — — —

Shanghai 29.87 — — — — —

Shanghai 29.86 — — — — —

Shanghai 29.85 — — — — —

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Shanghai 29.57 — — — — —

Shanghai 29.56 — — — — —

Shanghai 29.55 — — — — —

Shanghai 29.54 — — — — —

Shipping Reports.

Str. <i>Gregory Apar</i> , from Yokohama—Fine throughout.	
Str. <i>Glenloch</i> , from Singapore, &c.—Fresh monsoon and fine weather.	
Str. <i>Zornko</i> , from Sandakan—Moderate S.W. monsoon and moderate sea.	
Str. <i>Yuenang</i> , from Manila—Moderate S.W. winds and sea with occasional rain.	
Str. <i>Kiangching</i> , from Wuhu—Fine weather, light N.E. breeze with passing clouds and smooth sea.	
Str. <i>Arratoon Apar</i> , from Calcutta, &c.—S.W. winds and moderate sea, bearing port wind from N.W.	
Str. <i>Shanghai</i> , from Shanghai, &c.—Light moderate N.E. and E. winds and sea with fine weather throughout.	
Str. <i>King George</i> , from Swatow—Experienced moderate to strong S.W. winds from 5th to 17th, thence light E. to port.	
Str. <i>Saxonia</i> , from Singapore—Up to forenoon of 20th inst. fresh and light S.W. monsoon, thence N.E. winds with rain.	
Str. <i>Hinsang</i> , from Singapore—Fine weather, smooth sea with occasional rain squalls. Spoke British bark <i>Alceda</i> in Lat. 18°22' N. 113°38' E. New York to Hongkong (July 19th).	

DOCK RETURNS.

HONGKONG AND WHARF DOCKS.	Mag. Illanes	Vigilance	Taiyuan	Empress of India	Woolwich
Mag. Illanes	11				
Vigilance		11			
Taiyuan			11		
Empress of India				11	
Woolwich					11

Post Office.

A Mail will close for—

Shanghai, Moji, Kobe and Yokohama—Per *Tylo* day, 23rd July, 9 A.M.

Our boys—Per *Ujina Maru*, 23rd July, 10 A.M.

Europe, &c., India via Teutonic—Per *Ernest Simons*, 23rd July, 11 A.M.

Singapore and Colombo—Per *Saxonia*, 23rd July, 1 P.M.

Macao—Per *Sui Tai*, 23rd July, 1.15 P.M.

Manila—Per *Tau*, 23rd July, 2 P.M.

Shanghai—Per *Hinsang*, 23rd July, 3 P.M.

Swatow and Shanghai—Per *Choyang*, 23rd July, 3 P.M.

C. E. U. and Hainan—Per *Sungkiang*, 23rd July, 3 P.M.

Swatow, Amoy and Anping—Per *Fukushu Maru*, 24th July, 8 A.M.

Sam ran and Poonoyah—Per *Hilary*, 23rd July, 8 A.M.

Shanghai—Per *Amiral Oly*, 23rd July, 9 A.M.

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Shanghai—Per *Amiral Oly*, 23rd July, 9 A.M.

Shanghai—Per *Amiral Oly*,

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADDOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation (new)	80,000	\$125	\$125	\$1,000,000	\$1,721,558	\$1.15/- and bonus of £1 @ Ex. 2/3 = \$24.33 making \$40.80 for 1906	4 1/2 %	\$68 1/2 ex n. is. \$22 1/2 now issue London 280.10/- ex new issue London 260 n. issue first call \$51
National Bank of China, Limited	99,925	£7	£6	£12,735	\$71,203	\$2 (London 3/6) for 1907
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,675,000	\$233,638	\$20 for 1905	7 1/2 %	\$270 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 100,000	Tls. 185,529	Interim of 7/6 for account 1906 @ ex 2/10 11.16 per tael	6 %	Tls. 7 1/2 buyers
Union Insurance Society of Canton, Limited	2,400	\$250	\$100	\$3,000,000	1,460,400	Final of \$12 making \$12 for 1905 and Interim of 13 1/2 for 1906	5 1/2 %	\$770 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$50	\$8,000,000	1,461,467	\$12 for year ending 31.12.05	6 1/2 %	\$180 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000	\$362,980	\$1 and bonus \$1 for 1.05	9 1/2 %	\$88
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,500,000	\$435,235	\$40 for 1905	12 1/2 %	\$320 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,500	\$365	\$1 for 1906	6 1/2 %	\$15 buyers
Douglas Steamship Company, Limited	70,000	\$50	\$50	\$3,500,000	Nil	\$2 1/2 for year ended 30.6.1906	6 %	\$4 1/2 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	50,000	\$15	\$15	\$750,000	\$20,170	\$1 for 2nd half-year making \$2.00 for 1906	6 1/2 %	\$29 1/2
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	£10,000	£2,452	10/- @ ex. 2/1 9/16 = \$4.69 1905	...	\$70
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 50,000	11.1.327	Final of Tls. 3 1/2 making Tls. 5 1/2 (Pref.) and final of Tls. 3 1/2 making Tls. 5 1/2 (Ord.) for 1906	11 1/2 %	Tls. 47
"Shell" Transport and Trading Company, Limited	100,000	£1	£1	£1,000,000	85,355.60	Interim of 1/- (Coupon No. 8) for a/c 1907	10 1/2 %	4 1/2 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$1,000,000	\$137	\$1.00 for year ending 30.4.1907	4 1/2 %	\$25
Taku Tug and Lighter Company, Limited	50,000	Tls. 50	Tls. 50	Tls. 50,000	18,730	Final of Tls. 2 making Tls. 6 for 1906	12 1/2 %	Tls. 48
REFINERIES.								
China Sugar Refining Company, Limited	70,000	\$100	\$100	\$7,000,000	9,218	\$8 for year ending 31.12.06	8 %	\$100
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	\$700,000	118,935	\$3 for 1907	4 1/2 %	\$21
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	118,935	Tls. 4 (8 %) for year ending 31.8.06	4 1/2 %	Tls. 89 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£1,000,000	£12,546	Interim of 1/6 for a/c year ending 28.2.07	4 %	Tls. 15.80 sellers
Oriental Consolidated Mining Company, Limited	500,000	G \$10	G \$10	G \$5,000,000	G \$909,050	Interim of 50 cents for account 1906	...	G \$5
Rangitikei Gold Mining Company, Limited	50,000	£1	£1	£50,000	£4,873	No. 12 of 1/- = 48 cents	...	\$6
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$450,000	\$10,335	\$1.75 for year ending 31.12.06	10 %	\$17 1/2 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$2,000,000	\$3,047	Final of \$2 1/2 making \$5 for 1906	6 1/2 %	\$78
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$2,500,000	\$400,933	\$5 for 2nd half-year making \$12 for 1906	12 %	\$100 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 5,570,000	15,3997	Final of Tls. 4 making Tls. 8 for 1905/6	10 1/2 %	Tls. 74 buyers
Shanghai and Hongkew Wharf Company, Limited	56,000	Tls. 100	Tls. 100	Tls. 5,600,000	Tls. 23,117	Final of Tls. 10 making Tls. 18 for year ending 31.12.06 on old capital	8 %	Tls. 212 sellers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 250,000	Tls. 12,936	Tls. 18 for 1905	8 1/2 %	Tls. 212
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 2,500,000	Tls. 3,388	Tls. 6 for 14 1/2 months ending 28.2.07	6 %	Tls. 103
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	\$250,000	\$8,418	\$5 for year ended 30.6.1906	10 1/2 %	\$28
Central Stores, Limited	50,123	\$15	\$15	\$751,845	\$9,178	\$1.80 for 1906	12 %	\$15
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$600,000	\$371	\$5 for second half-year making \$10 for 1906	8 1/2 %	\$118
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000	\$56,218	Final div. of \$3 1/2 making \$7 for 1906	6 1/2 %	\$104
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	Tls. 225,000	Tls. 1,935	Final of 6 % = 10 % for 1905	12 1/2 %	Tls. 13
Hotel Metropole Company, Limited	2,000	\$100	\$100	\$200,000	\$4,699	Final of \$6 making \$10	12 1/2 %	\$80
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000	\$11,567	80 cents for 1906	7 1/2 %	\$10 1/2
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000	\$1,089	\$2 1/2 for 1906	6 1/2 %	\$37
Shanghai Land Investment Company, Limited	28,000	Tls. 10	Tls. 10	Tls. 280,000	Tls. 61,978	Interim of Tls. 3 for account 1907	7 1/2 %	Tls. 101 sellers
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000	\$1,519	Final div. of \$2.10 making \$4.10 for 1906	8 1/2 %	\$50
COTTON MILLS.								
Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 750,000	Tls. 64,986	Tls. 10 for year ended 31.10.1906	15 1/2 %	Tls. 64 1/2 buyers
Shanghai Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000	\$21,660	\$1 1/4 for the year ending 31.7.06	11 1/2 %	\$14 1/2
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8 %)	12 %	Tls. 50
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000	Tls. 31,469	Tls. 8 for 1906	9 1/2 %	Tls. 82 1/2 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 1,000,000	Tls. 50,663	Tls. 50 for 1906	15 1/2 %	Tls. 325
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	\$400,000	\$906	\$7 for 1906	8 %	\$18 1/2 buyers
Bell's Asbestos Eastern Agency, Limited	8,664	12/6	12/6	£8,664	£856	1/3 per share for 1905	8 1/2 %	\$7 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$12,000	\$653	\$3 for 1905	...	\$20 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	\$720,000	Nil	\$1 for 1904	...	\$9 1/2 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 200,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	15 1/2 %	Tls. 40 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	\$500,000	\$25,000	60 cents for year ended 28.2.05	...	\$5 sales
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$1,000,000	\$185	80 cents for 1906	8 1/2 %	\$9 sellers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$7 1/2	\$187,500	\$2,555	\$1.30 for year ending 31.7.1906	9 %	\$15 sales and b.
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000	\$10,804	Interim of 50 cents per share for a/c 1907	11 %	\$11
Hall & Holtz, Limited	21,000	\$20	\$20	\$420,000	\$15,032	\$2 1/2 for year ending 28.2.07	11 %	\$21 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000	\$2,933	\$1 per share for year ending 28.2.07	7 %	\$14 1/2
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000	\$4,361	Final of \$18 making \$22 for year ending 31.12.06	9 1/2 %	\$24 1/2 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$500,000	\$4,212	\$2.00 for year ending 31.12.06	9 %	\$20 buyers
Matschippij, tot Mijne, Bosch en Landbouw-plantatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 2,500,000	Tls. 10,374	Second interim div. of Tls. 7 1/2 for a/c 1907	10 1/2 %	Tls. 295 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000	\$2,655	Spec. sh. or period for 10th Oct to 30th Apr. 07	...	\$10 1/2 aa. and b.
Peak Tramways Company (new)	50,000	\$10	\$10	\$500,000	\$2,655	None	...	\$5 buyers
Philippine Company, Limited	97,500	\$10	\$10	\$975,000	Dr. P. 34,324	Final of Tls. 3 1/2 and bonus of Tls. 1 1/4 for year ending 31.12.06	4 1/2 %	Tls. 10 1/2
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 1,200,000	Tls. 7,990	Tls. 4 for 1905	12 1/2 %	Tls. 45 sales
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 270,000	Tls. 9,751	Final of Tls. 5 and Tls. 10 for 1906	12 1/2 %	Tls. 80 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 450,000	Tls. 3,314	Final of Tls. 6 making Tls. 10 for 1906	8 1/2 %	Tls. 11 1/2 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 600,000	Tls. 2,843	Interim div. of 15/- for 1-year 1906	...	Tls. 300 buyers
Shanghai Waterworks Company, Limited	8,175	£20	£20	£163,500	Tls. 85,592	Interim div. of 5/- for 1-year 1906	...	Tls. 270 buyers
South China Morning Post, Limited	7,000	\$25	\$25	\$175,000	Dr. \$41,934	None	4 1/2 %	\$7 sales
Steam Laundry Company, Limited	20,000	\$5	\$5	\$100,000	\$214	30 cts. (old) & 15 cts. (new) year ended 31.5.06	...	Tls. 97
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 200,000	Tls. 1,012	Interim of Tls. 4 for year 1905/6	...	\$24
Union Waterboat Company, Limited	50,000	\$10	\$10	\$500,000	\$349	First year	...	\$10 1/2 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$100,000	\$72	70 cents on 9,000 ord. shares and \$9.00 on 100 Founders (or year ending 31.5.1906)	6 1/2 %	\$11 buyers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$900,000	\$5,482	Final of 40 cents per share making 80 cents for year ending 31.12.07	7 1/2 %	\$8
William Powell, Limited	15,000	\$10	\$10	\$150,000	\$182	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	10 %	\$8

* These shares are entitled to half of the profits.

MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DUBAI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "ERNEST SIMONS,"

Captain Girard, will be despatched to MARSEILLES TO-MORROW, the 23rd July, at 1 P.M.

This Steamer connects at Colombo with the Australian line S.S. "Dumetia" bound for Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. "TONKIN" 6th August.
S.S. "SALAZIE" 20th August.
S.S. "POLYNESIE" 3rd Sept.
S.S. "TOURANE" 17th Sept.
S.S. "AUSTRALIEN" 1st Oct.
S.S. "NERA" 15th Oct.

G. DE CHAMPEAUX, Agent.

Hongkong, 22nd July, 1907.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"DELTA,"

Captain C. L. Daniel, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 27th July, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's S.S. "Macedonia," to 300 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement), will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo by the R.M.S. "Perla," due in London on 8th September, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages as required.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 15th July, 1907.

Intimations.

ACHEE & CO.

ESTABLISHED 1859

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

REQUISITES

&c. &c. &c.

Telephone 1256.

EASTMAN'S

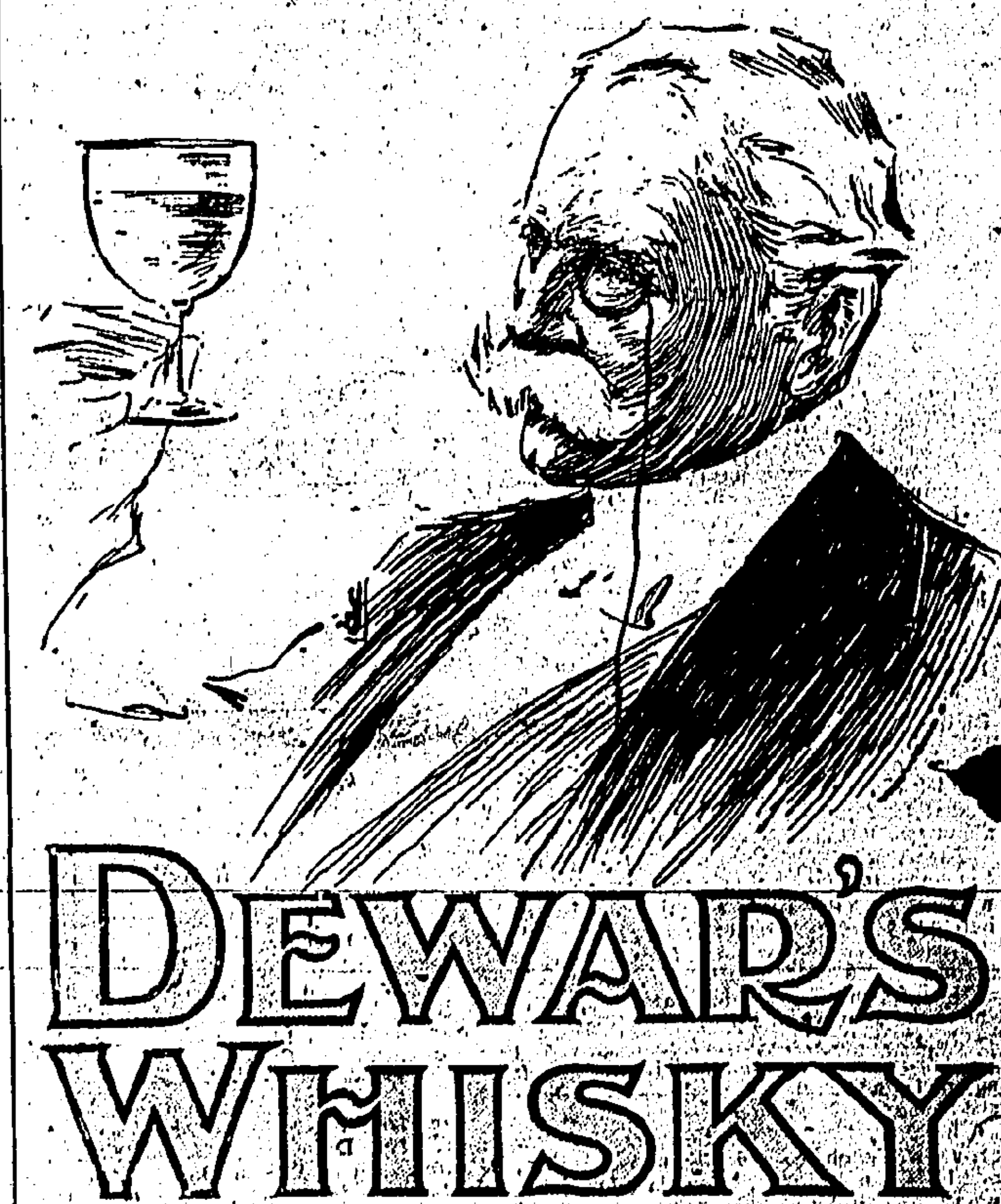
KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION

Hongkong, 16th May, 1907.



DEWAR'S WHISKY

Sole Agents: BUMANN & BERBLINGER

15, 16 & 17, Connaught Road Central.

(430)